Results from comment sheets received at August 12, 2010 open house and online through August 27, 2010

**TRANSIT/SHUTTLE** For each item, select you like, don't like, undecided or you have not opinion. For items you don't like, share comments on why below.

Answer Options	Like	Don't Like	Undecided	No Opinion	Response Count
Place bus shelters at all bus stops along Horton Avenue in the Park	29	11	5	2	47
Combine Como Shuttle/Metro Transit stop and shelter at pool	38	4	4	4	50
Convert Como Shuttle to also serve as a circulator through the park (blue line)	33	5	8	1	47
Como Shuttle/circulator stop at Pool	36	6	2	3	47
Como Shuttle/circulator stop at Como Town	36	6	3	1	46
Como Shuttle/circulator stop at Lakeside Pavilion	35	8	3	2	47
Long-term Como Shuttle/circulator route (yellow line)	29	12	2	2	45
Short- and Mid-Term Como Shuttle Parking Options					
Keep Como Shuttle lot at State Fair on Como Avenue	28	5	6	3	42
Relocate Como Shuttle lot at State Fair to Snelling Avenue/Hoyt Avenue	20	13	6	4	43
Relocate Como Shuttle lot to Energy Park Drive	30	9	4	2	45
Mid- and Long-Term Como Shuttle Parking Options					
Como Shuttle surface lot Option 1 - Central Services Facility at Hamline Avenue/Jessamine Avenue (assumes relocation of Central Services to another site outside the park)	18	18	6	3	45
Como Shuttle surface lot Option 2 at Hamline Avenue/Arlington Street	4	34	5	5	47
Como Shuttle surface lot Option 3 in golf course space (assumes golf course is reduced to 9 holes or closed)	11	29	6	1	47
answered question					

# TRANSIT/SHUTTLE COMMENTS:

I do not like the idea of converting surrounding green space in residential areas to parking lots. Shuttle parking at the golf course or Hamline/ Arlington would add to congestion in the surrounding residential areas and is a safety hazard to add cars to an area that is already busy with pedestrians and current park traffic. Would rather see fairgrounds areas or business/industrial zoned areas used for parking.

Keep the shuttle moving. I don't think the need is there to stop at the Lakeside pavilion.

My dislikes above are more simply stated as: I would like the bus to pick up people somewhere off campus and drop them off at one place within the park, without circulating continuously.

I think there are a lot of options left on the table. A more intense brainstorming effort may provide these options to surface

I've come to the conclusion that if there is more parking WITHIN the park, that the traffic will only increase and the parking will soon become inadequate anyway. I definitely don't like the loss of open, green space at Hamline and Arlington--bringing yet more traffic into the neighborhood. I have mixed feelings about losing green space for a parking ramp on the golf course, but it would be a lot less ugly and disruptive having it hidden there, than on Arlington and Hamline.

skipped question

8

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Transit Shuttle must better than bus route on Hamline - willing to accept shuttle traffic on Hamline but ABSOLUTELY NOT BUS TRAFFIC. We already have numerous issues with speeding, traffic and parking issues on Hamline. I have lived on Hamline for over 18 years.

why not keep the shuttle at the state fair site. Why spend more money to put it in another place?? In such tough times...use what we have!

If people use it I think it would take some of the parking pressures off the already crammed park

Options 2 & 3 for a surface lot remove green space from the park and I find that unacceptable. If more green space is opened by the closing of the golf course, we should grab that opportunity to KEEP it green. "Underused" green space comes under fire quite frequently. While it may be "underused" by humans I guarantee you it is NOT underused by wildlife. The very places that are deemed "underused" by most people are the places that draw those few people who appreciate nature and wildness in the city. If option 3 in the golf course were developed, the loss of the green space would result in the loss of many future generations of bluebirds. There is a very productive bluebird trail (with 15 nest boxes) on the golf course. Bluebirds need wide open grassy areas to hunt for the insects they feed their young. Most birds feed their young with insects. A parking lot supports no insect life, and thus no bird life, and no wildlife whatsoever. We have enough asphalt in the city. We shouldn't add more. We should protect the little park land that remains. The park doesn't exist only to support the Como Campus and its functions.

### DON"T YOU DARE CLOSE THE GOLF COURSE FOR PARKING.

DO NOT PUT BUS / Shuttle traffic in front of residences.

DO NOT turn green space into parking lots.

Buses traveling on residential streets is absolutely unacceptable. Hamline is a residential street.

What is the ridership and cost to taxpayers

It seems that Option #2 is counter-intuitive with the objective of preserving green space as much as possible. Taking 3+ acres of green space for a surface lot will be very difficult to regain for future generations to enjoy. I also would like to see integrations with extending Wynne and having shuttle service. The long term option of having a remote lot at the Central Services would be preferrable due to not taking existing green space out of the park and there are more options for moving those services to underutilized industrial spaces within St. Paul—rather than a park.

Golf should remain and skiing. Golf a 9 hole course.

The space at Hamline and Arlington should remain as green space. Under ground parking lot is expensive but best use long term and as a pay lot encourages shuttle use.

The shuttle has a good start - and a good image - why not build in real advantages for visitors taking the shuttle - closer drop-off, bonus tickets to Como Town, etc.

Where would central services go? It seems crucial they be in the vicinity. Traffic flow in the south end of Como can be problematic given Lexington traffic. I'd be opposed to more than a 4 way stop at Hamline and Como.

Shuttle promotion leaflets should be prominent and available at the donation box

Please keep the shuttle funded!

The State Fair Hoyt lot would be best - major arteries into parking.

Along with increasing use of teh shuttle I would encourage having shuttle advertising in literature for Como Town, etc.

Shelters at bus stops would mean more vandalizing and graffitti.

Have 2 shuttle lots at fair and Energy Park Drive.

bus shelters are unnecessary expense.

You could also have a separate circulator that takes you from more remote parking to popular destinations like UMN does.

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Concerned about expense of relocating central services, and also the expense of relocating to Energy Park Drive. Doesn't like Option 3 because it closes an existing service (golf course).

If I lived on Hamline or Wynne I would be very upset about the expansion of Como. I think the classroom group will also fight this.

Too much loss of green space with shuttle surface lot option 2. Have a neighborhood circulator that runs along a route and can pick up visitors to the park and neighbors alike. This will spread out parking throughout the neighborhood and may spur local business development (ice cream stand, food, etc.)

Don't run shuttle on Hamline - we live there; already too congested. Shuttle surface lot 2 @ Hamline/Arlington is too residential.

Bus shelter - especially at Horton and Lexington.

Really like the circulator idea.

Hamline/Arlington is where the golf course parking used to be located.

Option 3 is good if permeable surface.

SHort and mid term shuttle lot options are too far away. The primary users of the shuttle are going to the zoo. If the shuttle circulates through the whole park it will make it more of hassle and fewer people will want to use it.

Would appreciate more time to review recommendations prior to responding.

Extending the shuttle to the pavilion seems to be the most logical and immediate cost saving increasing parking - you'll get access to 3 more lots and south lots and north also picnic hill at Como Lake pavilion. However shuttle needs to extend inside the south parking lot to pavilion. Tour buses regularly drop off passengers traversing the turnaround at north end of south parking lot.

<u>PARKING IMPROVEMENTS</u> For each item, select you like, don't like, undecided or you have not opinion. For items you don't like, share comments on why below.

Answer Options	Like	Don't Like	Undecided	No Opinion	Response Count
Implementation of paid parking near the Zoo/Conservatory	33	21	2	0	56
Lot Full/Parking Availability electronic signing at locations around the Park	29	14	11	1	55
Short- and Mid-Term Como Shuttle Parking Options					
Keep Como Shuttle lot at State Fair on Como Avenue	30	11	7	3	51
Relocate Como Shuttle lot at State Fair to Snelling Avenue/Hoyt Avenue	19	19	9	4	51
Relocate Como Shuttle lot to Energy Park Drive	29	14	9	2	54
Mid- and Long-Term Como Shuttle Parking Options					
Como Shuttle surface lot Option 1 - Central Services Facility at Hamline Avenue/Jessamine Avenue (assumes relocation of Central Services)	16	22	9	4	51
Como Shuttle surface lot Option 2 at Hamline Avenue/Arlington Street	13	31	7	4	52
Como Shuttle surface lot Option 3 in golf course space (assumes golf course is reduced to 9 holes or closed)	15	33	3	1	52
Bus loading/unloading area and permit parking near Conservatory	32	9	9	1	51
Underground parking ramp in front of Visitor Center	33	13	7	0	52
Add parking spaces in parking lot south of Midway Pkwy	21	23	7	3	54
Add parking spaces in lot near Group Picnic Pavilion	24	23	5	2	53
Add parking spaces along Jessamine Avenue (assumes purchase of BNSF right-of-way)	37	10	4	1	52
Permit parking in the neighborhood west of Hamline Ave	28	20	6	0	54
answered question				57	

### PARKING COMMENTS:

I do not like the idea of converting surrounding green space in residential areas to parking lots. Shuttle parking at the golf course or Hamline/ Arlington would add to congestion in the surrounding residential areas and is a safety hazard to add cars to an area that is already busy with pedestrians and current park traffic. Would rather see fairgrounds areas or business/industrial zoned areas used for parking.

I do not advocate any new spaces in the park. Parking should be off campus and shuttled in. Permit parking a must in west como (hamline and westO

Again, I think there are a lot of options to consider

skipped question

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I think an underground lot would be prohibitively expensive, given the fact it would only be used for about 3-4 months per year. I definitely think people should pay to park in those convenient lots. Again, if one expands parking WITHIN the park, it will only serve to increase traffic within the park. I am becoming convinced that safe, convenient, comfortable and frequent mass transit is the best option. Something has to be done to alleviate the parking hassles residents in the neighborhood to the west of the park are experiencing. (And I do not live there......) Drop offs for people with mobility issues, young children or picnic coolers would be necessary---and mass transit has to be able to handle those issues as well. I see lots of well-dressed people in big vehicles parking near the attractions in the park. The look like they could afford a few bucks for parking.

How does permit parking affect the neighborhood residents. Are we required to pay for these permits? If so, why are we asked to pay to park on the street due to parking issues caused by the park?

Let's not over do this!!We don't want extra parking lots built anywhere NEAR the park. They are ugly and just take up more green space. How about paid parking in the park?? It is done in Minnehaha...why not St. Paul??

Why are we now charging for parking. Please do not ruin our free Zoo and let people enjoy it as it is. I sure don't think a over rated pool should cause all this !!!

See comments above for transit shuttle.

Again no loosing green space for parking.

No bus/ shuttle traffic on Hamline or in front of houses.

It's very short-sited to take currently "underutilized" green space and turn into parking - what about the future? Permit parking in the neighborhoods would be fine as long as it does not add a burden to the residents.

The option that I am most opposed to is the parking area in the golf course. While I do not know what the current economic situation is with the golf course, if it a valuable green space used both in the summer for golf and the winter for cross country skiing. The current location of the proposed lot would jeopardize the ski area, even if it was still able to maintain a 9-hole golf course.

No cost for permits for residents

Remove the bump outs on Midway Parkway. Move the no parking on Hamline from the West side to the East side along the park boundary (Como to Arlington) - more parking, no interference with residential driveways, and pedestrian safety as they will no longer have to cross Hamline.

If paid parking is implemented in the park, there has to be some sort of deterrent to keep people from parking in the neighborhood. I would like to see a 1 hr or 2 hr parking zone except by permit instead of totally restricting parking. From comments in the presentation, those spaces within a 5 min walk are always at a premium, so I would say a nominal charge for parking would be fine if it would save people from walking. I think the signage for lot parking is critical to deter people from driving around in circles and pointing the way to additional parking. I absolutely do not like surface lot option #2 or #3 due to green space, but #1 seems feasible

Meeting average summer peak doesn't seem like a reasonable goal - it leaves the rest of the time over parked and undergreened. Only a few times a year would it be under-parked. Why not plan for 75% or 80% of summer peak, which would reduce costs, meet most of the need and induce more transit use. If it's crowded, it's OK to not find a parking spot. How was this goal generated?

-What is average summer peak and what visual implications would there be to serving it? More parking lots? UGLY.

Parking utilization maxed out at 70%? This seems like a tremendous success already.

Calling the parking situation a deficit is an unfair interpretation. What if the criteria were not a 5-minute walk, but a 7.5 minute walk? Or a 10-minute walk. We are in a park after all - a pleasant place to walk.

Wouldn't walking a little farther be good for our public health?

The parking for the McMurray soccer/softball fields is currently about adequate for evening full events. If there's more parking on the south side in the future (a great idea), structured stairways will be needed to avoid destroying the hillside - it's already eroding in spots as kids and parents walk up and down the grass slope. Finding a way to incorporating some stadium/hillside seating would be tremendous.

With Como being the only free zoo w/free parking, paid parking has to happen. Permit parking in the neighborhood is going to be needed even if there is no paid parking. I would encourage metered parking on Midway Parkway west of the Como Town entrance. As long as there is permit parking for residents, this would be fine.

Como Park parking should remain free. Minneapolis has paid parking in numerous popular area parking (Minnehaha, Harriet bandshell, etc) and it hasn't done anything to really alleviate parking problems.

Como shuttle Option 2 - would prefer this area remain green space (Hamline/Arlington)

Como Shuttle option 3 (golf course) - I don't like losing a large part of the golf course. In addition, this would draw more cars to the center of the park, causing more congestion.

Permit parking in the neighborhood - the park has been here for 125 years. Everyone living here knew about the parking issues before they moved here. Living near an attraction requires some concessions.

Implement paid parking only if needed to pay for ramp. Energy Park Drive has added attraction of trains and underutilized parking space. Como shuttle option 1 is a great location. Options 2 and 3 are too much green space lost. underground ramp at visitor's center is best option. Permit parking pushes parking farther into neighborhood.

Totally against permit parking. We can better preserve green space by allowing parking on neighborhood streets. Perhaps parking can still be free in the off-season. Shuttle parking at Snelling/Hoyt looks like more spaces. Energy Park Drive site is too dependent on agreement with landholders. Shuttle option 1 is no impact on green space. Shuttle option 2 is close to zoo. Option 3 takes space from a busy golf course? Bus loading area is a good space, but my current preferred parking area as a driver. Added spaces in lot south of Midway seems like good parking additiona at low cost. Jessamine parking spaces are too far from zoo.

Hate surface lot option 2 - live there.

A parking shortage fuels more transit, shuttle, biking and walking. More parking fuels more driving. This is axiomatic: "if you build it, they will come."

Surface lot option 2 don't like, reduces green space; Option 3 don't like, reduces skiing in winter

Likes underground parking ramp, but really expensive

Parking along Jessamine - purchasing ROW from the railroad is very unrealistic. The City of ST. Paul recently tried to get ROW along AYde Mill Rd and lost. Really not worth the staff time of city attorneys. Creating paid parking at the most heavily used lots is my preferred parking option. (perhaps the money earned from the parking could help offset the shuttle costs). Minneapolis Parks, like Minnehaha, have paid parking and still manage to be immensely popular. I also think that paid parking will encourage people to park in more distant lots that typically are more empty during peak times. Everyone living near the park knew the park existed when they purchased their homes and they knew, or should have known, that the park was popular when they purchased. Permit parking pushes the problem further away from the park and onto other neighbors who may have done due diligence regarding parking issues when they purchased their homes. Permit parking should never have been approved and it ought to be repealed.

No payment for parking on site. Incentives - coupon for shuttle use?

SHuttle lot to Snelling/Hoyt - would be able to get back to park on less trafficked streets than Como or Lexington. Why move Central Facilities when there are so many other available places?

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Use permeable surface if surface lot option 3 is chosen.

short and mid term como shuttle parking options are too far away.

Underground ramp is a great idea - move this to top of list. Permit parking is not fair to taxpayers who have funded this park. If they didn't want people to park in front of their homes they shouldn't have purchased one within walking distance of the best park in St. Paul. Furthermore if these folks are concerned about green space being used for parking they shouldn't restrict it on the streets.

The park historically has been used by low income people since the activities are free. Lately: Como Town - improved but the cost is now out of reach for many low income people. Pool - will be rebuilt, snazzier, but now will be out of reach for low income folks. The aggressive volunteers - as folks walk into the zoo, cause many to leave because they don't have the "suggested" donation - low income people shut out again. Do not put in paid parking - another hit in the GUT. Rather, give incentives to use the shuttle - a free ride ticket, coupon for a drink or hot dog. Don't penalize by having parking meters.

Permit parking is already done - leave it alone. Clty needs to determine maximum capacity that park can handle without damaging environment. Park is becoming too commercialized. It has turned into an amusement park. Not a regional park. I suggest few, longer lots to reduce circulation of vehicles looking for parking and ramp. If the city had built a ramp as called for in the prior master plan - the issues with the neighborhood would be less severe. The city's inability or unwillingness to take responsibility for addressing the problems the city has created is a sad comment on the quality of leadership.

I believe paid parking near the zoo would encourage increased use of the shuttle. I think the Hoyt/Snelling would be best for short-term solution. I think a reconfiguration of golf course to a 9-hole course, nature area would allow for a parking structure which could serve the public 9-12 months of the year (cross-country skiing, nature walkers, zoo/conservatory visitors, golfers)

What about the option of putting underground parking ramp in low end of McMurray Filed - eliminate suicide hill at corner of Jessamine and Beulah. Build a sports field concourse on top of an underground ramp there.

Is it realistic to purchase BNSF ROW? Option 1 - loss of very nice restored building. Option 2 - OK if don't lost the existing stormwater control structure - did you talk to Capitol Region Watershed District? Option 3 - too much impact on golf course.

Relocate Central Services Facility to industrial area elsewhere in St. Paul and use that to create shuttle parking lot. Lose no green space and take away most of the heavy trucks adding even more vehicular pressure to Como Park.

<u>PEDESTRIAN & BIKE PATHS</u> For each item, select you like, don't like, undecided or you have not opinion. For items you don't like, share comments on why below.

Answer Options	Like	Don't Like	Undecided	No Opinion	Response Count
Bike path or bike lane on Hamline Avenue	37	5	3	0	45
Provide bike parking at key destinations that don't currently have bike racks (McMurray Fields, fishing pier, etc)	43	2	1	1	47
Pedestrian crossing at Horton Avenue/Midway Parkway roundabout	35	5	5	1	46
Path between Horton Avenue and Como Avenue through Pool area	32	3	4	5	44
Bike sharing hubs at key attractions in the Park (Lakeside Pavilion, Pool, Visitor Center)	38	2	4	1	45
Improved pedestrian crossing along Lexington Parkway near Como Lake Drive, Lakeside Pavilion, and Golf Course	44	2	0	0	46
Path along potential extension of Wynne Ave	24	5	9	6	44
Path between Beulah Avenue and existing trail south of Horton Avenue	27	5	9	3	44
Path along Beulah Avenue near McMurray Fields	29	5	8	3	45
			answer	47	
			skipp	12	

### PED/BIKE COMMENTS:

Lengthen bike route on Lexington south of the park. Right now, south of Energy Park, it's really difficult--no bike lane, traffic is fast, sidewalks used by pedestrians. Make the traffic 1.5 lanes with a bike lane.

I think there are some larger key connections that are missed in this plan

A bike path along Hamline sounds great in theory. (I would use it!) But where's the space for that? Unless you mean converting the current sidewalk along the edge of the park to both a pedestrian and bike path. That makes sense to me. Lots of bicyclists use that sidewalk now anyway---and I totally get it. Biking along Hamline itself is very risky.

NEED MORE - absolutely. Get the bike sharing rental hubs like downtown Mpls. How about bike rikshaw rides to help with shuttle service?

There are enought ped and bike paths already!!

yes yes - need more biking amenities. How about bike rik shaws?

I'm glad to see this category. Multimodal transportation is crucial for mitigating the extent of the park. I believe critical items to address are the ped paths between the lake and the golf course lot and around Horton/Midway and expansion of bike lots for people to move around.

It seems that almost all of the paths in Como Park are designed for pedestrians. There are major bike paths coming into the park from Como Avenue (both directions), Arlington, Victoria & Lexington Pkwy but they just end at the park without connecting with one another.

Do we know the utilization of the existing bike racks? We've biked to the education center several times and couldn't find a rack to lock our bikes. More = good.

Improved ped crossing along Lexington Pkwy is needed due to speed of traffic and blind intersection. Don't like ped xing at roundabout due to continuous traffic and potential for [unfinished].

Generally prefer bike lanes (e.g. Summit Avenue bike lanes) to bike paths - Mn/DOT statistics indicate they are safer.

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No room on Hamline, but on the other hand might slow down cars. Where are Hamline/Midway solutions? In general, pedestrians unsafe west Como area. There are fender benders each weekend at Ham/Mid, and neighboring streets dangerous for the many small children (such as Frankson/Sheldon).

Prefer lane on Hamline vs. path. Path along Wynne extension, path between Beulah/Horton trail, and path along Beulah near McMurray are much more useful if Hamline has crossing of railway for bike/ped. Would allow people south of tracks access and make Hamline a much better bicycle connection N/S. Also, crossing of SOUTH set of BNSF tracks on Chatsworth would add more N/S access. Chatsworth already goes under north set, will have crossing of LRT and has crossing of I-94.

Safe set of crossing (and open one!) of south set of tracks on Lexington. Currnetly a horrible sidewalk closed for months.

Better path to south end of Chatsworth at north end of park - sidewalk width currently, but used by bikes and peds. bike parking - please make sure the racks are accessible by bike paths! Very worried about crossing Horton/Midway roundabout with my children. Love bike sharing hubs - already see shared bikes from the U of M campus at Como. Improved ped crossing along Lexington near Como Lake Drive, etc - curious to see what is used to improve these areas. They are very dangerous now. The Wynne Extension will be a huge concern for the neighbors and outdoor classroom. Do please have someone who rides a bike and knows the park look at these plans. Have them try to go from Point A to Point B when looking at the map. Also try to think of families riding with small children.

Hamline Ave works only if it can be used to the south. The northern set of tracks lacks a ped bridge/tunnel. Currently the southern ped bridge puts you into Energy Park complex and then you have to jog over to Lexington to get through the northern tracks. I find ped crossings at roundabouts to be sketchy, drivers seem to occupied with navigating roundabout to watch for pedestrians. Would like to see better pedestrian accommodations at Snelling. Bike sharing hubs would serve as excellent link between park and Central Corridor provided better ped access was provided south of the park (i.e. Snalling, hamline, Prior?) Traffic calming elements would greatly improve ped xing realm. Wynne extension would make sense if Wynne had a bike lane like Como. Path between Beulah and existing Horton trail does little to no good if you can't get across RR tracks. Path along Beulah near McMurray would be underutilized by people using rec fields and not utilized otherwise due to RR tracks. Both rail corridors are huge barriers to the traffic (bike, ped, auto) coming from the south! And often seem to not be acknowledged.

Prefer bike lane on Hamline. Improved ped crossing on Lexington near pavilion - there are a lot of blind spots here so an extra something would be good. Path between Beulah Ave and existing trail south of Horton is not very worthwhile investment of \$\$. Would be better to concentrate on connectivity along Hamline, such as a bike lane there and a bridge at Hamline crossing the railroad tracks.

Improved ped xing at Lexington near Como Lake Drive - absolutely, it's so unsafe now.

Need sidewalk on Jessamine from Metro Deaf School to Lexington!! This is currently very dangerous. I have no idea what Wynne expansion is. Blke sharing hubs - loaner program is expensive when considering average income of guests to a free park. Do NOT replace all parking on Hamline with a bike lane - people rely on this to get into their homes! Bike path on Hamline superior.

Need study of where people are coming from (50% w/in 4 miles?) to determine strategies on alternative transportation - esp. biking and walking.

Already have too many paths - watch where people walk, not what looks pretty. Infrastructure should be implemented that minimizes maintenance costs over time. Bridges and tunnels are expensive to maintain given the limited use. I prefer spending limited funds on addressing parking issues. Ramp is expensive but addresses problem that is wedspread and wont' go away without a ramp.

This concept is not shown on drawings, however, I would like to see increased signage for bike riders around Como Lake. There are too many people abusing the bike trails. I see fewer of these issues in Minneapolis parks.

If you build bike paths, i.e. impermeable surfaces along current green space, then make bikes stay OFF the roadway, i.e. Como/Horton/Hamline. I understand some cyclists want to go faster, get around pedestrians, get around slow cars. But common sense laws of propriety and sense of public good and safety exist to prevent me from moving where I want at the speed I might want. Yet bicyclists FEEL they should be exempt from these same social/safety constraints. Keep cars on the road, pedestrians and cycles on the paths. One path for each ala Minneapolis Parks?

Hamline - put bike path/trail on east side Roundabout or one way at Horton/Midway **ROADWAY IMPROVEMENTS** For each item, select you like, don't like, undecided or you have not opinion. For items you don't like, share comments on why below.

Answer Options	Like	Dislike	Undecided	No Opionion	Response Count		
Turnaround, bus loading/unloading area near Conservatory	22	14	7	1	44		
Conversion of Nason Place from one-way to two- way traffic and elimination of on-street parking	16	17	10	1	44		
Close area in front of Conservatory to vehicle traffic and make it for pedestrians only	26	13	5	2	46		
Investigate potential intersection improvements at Lexington Parkway/Horton Avenue/Gateway Drive	32	5	6	1	44		
Provide a drop-off area and turnaround in front of the Visitor Center	29	10	4	2	45		
Rename Horton Avenue to Como Avenue	38	5	3	1	47		
Connect Wynne Avenue to Como Avenue and rename Como Avenue to Wynne Avenue	27	12	5	1	45		
Roadway realignment and two-way traffic on Jessamine Avenue	23	10	6	3	42		
Roundabout at Horton Avenue/Midway Parkway	20	16	7	0	43		
Driveway closure and turnaround at Picnic Pavilion	20	11	8	3	42		
Roundabout at Estabrook Drive/Midway Parkway	15	18	9	1	43		
Investigate potential intersection improvements at Hamline Avenue/Midway Parkway	31	9	3	1	44		
			answe	answered question			
			skipj	skipped question			

### **ROADWAY COMMENTS:**

Nason was turned into a one way for a reason. 2 way traffif will create congestion again. I don't see the need to connect Wynne when Jessamine is/ will be - a through street. I don't think there is enough room for a round a bout at Estabrook/Midway.

I have serious, serious doubts about pedestrians ever being able to cross roundabouts safely at either of those intersections. The pedestrian traffic (with young children or elderly people) is especially heavy at Estabrook and Midway. Would it be possible to put a ramped tunnel UNDER the intersection/roundabouts?

Must keep bulk of traffic off of Hamline Avenue. It would be a great improvement to implements items to increase pedestrian safety. Be wary of too many round-a-bouts. People tend to drive recklessly through them when there are too many. People already drive recklessly down Hamline and through intersections at Horton/Como and Midway Parkway.

Roundabouts are a nightmare for Americans. They seem to work in Europe...but not here!

to many roundabouts !! Why do streets need to be renamed????

ABSOLUTELY NO STOPLIGHT AT MIDWAY AND HAMLINE. What about round-a-bout or closing off west side of Hamline to Midway to have permanant and safe pedestrian crossing?

My opinion on improvements at Hamline and Midway depends on what you mean by that. If you intend to close Hamline at Midway and make Midway the main entrance and thoroughfare I am all for it.

Roundabouts are a extremely bad idea - think buses, think other heavy equipment/service vehicles that have to get to the inner workings of the park, think of weekends when traffic backs up as they line up to enter and exit the roundabout. And then to put two of them so close together. Just not sane!

Post sign on sourthbound Hamline just prior to frontage road on north side of Midway Pkwy saying no to block frontage road entrance. Do not replace 4-way stop.

Lexington Pkwy is already far too congested. Plans indicate/promote a plan limiting entrance & exit to Como Pool to ONE intersection at Lexington & Como Ave. This will become highly congested and bottlenecked. Closing down Jessamine

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entrance from Lexington will further congest area. Recommend additional access points to pool/ballfields off of Hamline and also Horton. One could access old pool from Horton, you can do the same for new pool.

These ideas are too vague to respond to with a meaningful response. Until or unless futher info is provided, I would oppose all concepts. In general, the proposals do not appear to protect green space and the natural environment of a park. How about stop over-developing a small neighborhood park?

Don't eliminate ANY on-street parking. Unfortunately MN drivers aren't smart enough for a roundabout. This intersection needs a stop sign on Horton or stoplight.

The 2 roads (Jessamine and Wynne) will change that area to very less park-like. Running Wynne through to Hamline should help with the flow. I am concerned that so many cars turning right to Wynne (southbound on Lexington) might cause many fender benders unless you have 3 lanes going south at the corner right turn lane, straight thru & left turn lane. Limos will have problems turning around is Nason Place is converted, and if area in front of Conservatory is closed. Instead of a roundabout on Midway/Horton make Midway just within park one way going west to Hamline. Make historic entrance more pedestrian and biker friendly. Very dangerous for everyone right now. The reason to have MIdway a one way only west is because if it went east you still have a bad intersedtion where traffic is trying to enter Horton (very busy). Especially on weekends. Would need a stoplight there too. Roundabouts may slow traffic but not decrease it. Roundabouts are very confusing to people new to area who never have used one.

Use turn lanes at Midway/Estabrook. Get rid of right lane concrete bumpout at Horton/Midway and put in right turn after stop lane. That would allow traffic continuing west on Horton/Como without impeding traffic flow and make every car turning onto Midway stop for pedestrians and bike crossings.

Conversion of Nason - loss of 80 spaces is a lot!

Lexington/Horton intersection - need right turn lanes and marked bicycle traffic on road.

Wynn connection - this would change a very quiet neighborhood into a through street to the park!

Hamline/MIdway improvements - yes, especially for ped, people on bikes, and keep families with young children in mind (on bikes)

Please look at flow of traffic. Most proposed changes make sense but many still need education about roundabouts. Safety is a big concern with left hand turns out of dead ended lots - lots of time wasted in the line waiting to turn and frustration builds.

Prefer to keep existing parking instead of bus turnaround and conversion of Nason. Need circulation of Nason. Avoid confusion and rename Horton to Como.

The realignment of Jessamine would make driving to the Option 1 shuttle lot difficult from the east. Pool traffic and shuttle traffic would be routed through one entrance at Como/Wynne.

I really like the idea of the road removal along the new Wynne Ave.

It'd still be nice to have weddings use the driveway in front of the conservatory, and having a dead end on that side of the park would be pretty detrimental to flow of traffic. The roundabouts are safer from right angle crashes, but I believe will be more dangerous to pedestrian traffic. Having cars moving continuously through will cause peds to try to run across, and could worsen the safety. I did not see a lot of thought to flow of traffic in the park either--one ways could control the entrances and exits so that there would be less congestion in any of the roadways. I would actually advocate for realigning some of the roadways to the streetcar line, use the underpass of the bridge for Horton with connections to Lexington, the ball fields, and the zoo via new connections to reduce some congestion.

First of all, let's call them "Potential Roadway Changes" - some of them may be more problematic than the problems they solve.

The criteria of meeting Saint Paul and MNDOT State Aid standards is a red flag to me - the special nature of this historic and verdant park need to have roads that serve the character of the place, not a generalized set of funding criteria created to blanket the entire state. Context-Sensitive Design is desperately needed. I sense that you agree from the rhetoric, but beware of blindly following a state guideline. If there was ever a place that calls for flexibility in the road standards, this is it. The recent advances in the national discussion and criteria should be utilized as fully as possible. The transportation component of this project should be able to be featured as a case study on the CSS website.

# Results from comment sheets received at August 12, 2010 open house and online through August 27, 2010

Creating a cul-de-sac on Nason (?) is a terrible truncation of this winding and historic way. Instead, alter the roadway in front of the Conservatory to induce slower traffic - narrower width, bumpier surface, more planting near the road to decrease the perceptual width, etc.

Roundabout at Horton and Midway seems like a fine idea but the topography here is quite constraining. The centerpoint of the circle would need to be pulled east from the existing intersection to avoid retaining walls or severe re-grading (which would go against the principal of retaining the green/ natural character). A delicate piece of urban design.

Roundabout at Estabrook and Midway - is this really needed? Two roundabouts this close might make me dizzy - Please no traffic signals on Hamline

<u>SIGNAGE AND WAYFINDING</u> For each item, select you like, don't like, undecided or you have not opinion. For items you don't like, share comments on why below.

Answer Options	Like	Dislike	Undecided	No Opinion	Response Count
Tiered system of wayfinding signing outside and inside the Park	33	2	3	0	38
Freeway signing to the Park from Snelling Avenue and Lexington Parkway	26	6	2	2	36
Destination/Directional signage (see examples)	27	3	5	3	38
Parking lot naming and signage	30	5	1	3	39
Informational Kiosks for pedestrian/bicycle wayfinding (see examples)	30	4	1	1	36
			answei	39	
		skipped question			

### SIGNAGE AND WAYFINDING COMMENTS:

Please, no more visual pollution.

Need to communicate busing and shuttle options - many people ask for bus locations since they are not very visible. One of the attractions of Como park is that it has a feeling of a neighborhood park. Signs and kiosks diminish that feeling significantly. Signs make the park look and fell like a tourist destination. The park is not that big nor confusing. Freeway Signage is fine--use Snelling and Lexington as the main routes into the park/zoo and point directionally as to where to go. When drivers get closer, direct them via:

NB Snelling @ Pierce Butler--directions and parking status

NB Lexington--Mount sign on RR bridge (either sets of RR tracks)

SB Snelling at Larpenteur--Corner near fairgrounds

SB Lexington--Mount after Hoyt (near entrance to the park)
No electronic signs, simple signs low key to fit with a natural setting
Anything that can lessen visitors cruising around parking lots
Need to communicate options for getting to the park.

I think signs that point people to off-site parking make a lot of sense.

Invest in the dynamic signs for up to the minute parking status, flashing which lots are full and direct people to alternate lots. Part of the data presented showed that we aren't using the lots that are 5+ minutes away from the zoo campus effectively, so managing this becomes more imperative before sinking more \$\$ in the park.

Please, not too visually intrusive - the aesthetic qualities of this park will require a vary deft design hand to balance the various needs.

Be clearer how to find the Como Shuttle parking! Enable visitors to find off park parking quickly--sort of pull them that way naturally starting at the freeway

Add price to park on parking lot signs.

I think they also need falshing signs that designate if lot is full or how many spaces available like downtown. People continually turn into lots cuz they dunno if they are full. A lot of traffic could be reduced if they stayed out of empty lots. They get in a long motionless line while someone in front waits for someone who is preparing to leave. So a whole bunch of cars are just sitting creating pollution & probabably tempers. Should add freeway signage at Dale and [illegible]

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No dynamic signs in neighborhood, please. Preserve our neighborhood character. Freeway signing is not needed. Need signs and lighting leading people from campus/visitors center to the bus stop and vice/versa. Say Conservatory/Zoo vs. Visitor's Center - people don't know what that is.

Would prefer that all signage be placed within the park. The park is becoming too commercialized - look to the history of why the park was developed.

Need more signage to denote cafe open 12 months 7 days a week at Como Lakeside Pavilion.

Save costs by using less stylized signs.

Kiosks - like the concept but not the examples shown. I like increasing freeway signage & spreading it out to other entrances. I would prefer kiosks that are more emblematic of the park. The current signs used in St. Paul dont' appear to fit Como Park. I actually like the old style burnt in wood signs.

One of the site locations is C. Please consider adding the Como Park woodland classroom to that signage.

### ADDITIONAL COMMENTS

I am really happy to see a new bus route (Lexington/Hamiline).

I am against pretty much anything that takes away any green space. E.g. the road connecting Beulah and Hamline.... that is currently a nice quiet area of the park, great for wildlife. Will be a shame to add traffic to it. Make Midway Pkwy a one way from Horton to Hamline.

I have been impressed with the research put into this project. It seems to me that because Como is a REGIONAL park, drawing people from all over the state, to our NEIGHBORHOOD, that it warrants special attention from funding outside the city. Como has been an asset to our area, but it's being loved to death---and is having an increasingly negative impact on the livability of our neighborhood.

Biggest concerns:

- loss of green space

Big picture - maybe we need to realize the park has reached visitor capacity? The lack of parking keeps the park visitors at a reasonable amount?

Most important in all of this discussion are 2 factors:

- 1) There are people who live here and have significant investment in the area. These people will have to suffer the consequences of a poorly thought out and implemented plan.
- 2) We must consider that if there are congestion problems at the park, then maybe the park is already functioning at full capacity. Adding parking and traffic will only diminish the experience of using Como park.

This seems like a lot of expense for a relatively few number of days that this may be a problem.

Comments from the Como Woods Outdoor Classroom Advisory committee. Contact person:

Teri Hever

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651-592-3152

> • Road extension through Audubon woods to Hamline-the Audubon Woods serves as buffer to the Como Woods Outdoor Classroom and is wildlife habitat. As such if the road extension goes through, keep it to the south end of the woods as close to the existing Parks maintenance facilities as possible.

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- If the road extension is put in it should be constructed in such a way so that the surface run-off is directed into the Outdoor Classroom thereby adding water to the ephemeral wetland feature.
- The Como Woods Outdoor Classroom Advisory committee has always envisioned the outdoor classroom as accessible to all park users. As such we have some concerns about visitors crossing Horton Ave into the classroom on the north side. We would suggest traffic calming features on Horton such as speed bumps.
- A bike rack near the outdoor classroom close to the Hamline entrance would be helpful.
- Add signage about the outdoor classroom on the T3 and T5 signage near the classroom.
- While the committee had issues with all three park adjacent shuttle parking sites, if one had to be selected the one that impacts the green space the least is the site on the corner of Jessamine and Hamline. It has a further advantage of already having a large amount of impervious surface. Further more if this site was used and existing staff need to be relocated, we would advocate for using the building as an interpretive center for the park featuring both natural and historical information.
- · Pool parking-have that a pay lot.
- The pool has only a three month traffic impact, that begs the question whether the road extension is worth the costs.
- Shuttle-expanding the shuttle more into the neighborhoods so that adjacent schools can access the woodland would be helpful. Closest schools where distance or student age is a deterrent are: Como Elementary, Como Sr. High, Cheslea Heights Elementary, and Great River Montesorri.
- Utilize the time visitors are on the buses have volunteer interpreters giving historical and natural features of the Park.
- It is important that the pool road/parking design take into account the road/turn around needs for the Como Woods Outdoor Classroom. See the Master Plan located at: http://www.comowoodland.org/masterplan.html

Keep signage to a minimum but make it very effective for cars to find their way to the shuttle lots. And you didn't ask about the possible Metro bus up Lexington and Hamline. Bad idea--it would enable low income workers and visitors to access the park, but I commute on Lexington and it would be harder to have a route there. And we tried a busline previous up Hamline which was discontinued. Would routing from Lexington add to the ridership or overwhelm congestion?

Design Apps for wayfinding via iPhone, smartphone, GPS devices.

Please create a map with all the historical elements on it that can be used as a visual reference. Thank you.